

AMENDMENT OF SOLICITATION/MODIFICATION OF CONTRACT				1. Contract ID Code Firm-Fixed-Price		Page 1 Of 16	
2. Amendment/Modification No. 82		3. Effective Date 2007APR24		4. Requisition/Purchase Req No. SEE SCHEDULE		5. Project No. (If applicable)	
6. Issued By U.S. ARMY TACOM LCMC SFAE-GCS-W-BCTP VIVIAN L. NORDAUNE (586)753-2068 WARREN, MICHIGAN 48397-5000 HTTP://CONTRACTING.TACOM.ARMY.MIL EMAIL: NORDAUNV@TACOM.ARMY.MIL		Code W56HZV		7. Administered By (If other than Item 6) DCMA DETROIT U.S. ARMY TANK & AUTOMOTIVE COMMAND (TACOM) ATTN: DCMAE-GJD WARREN, MI 48397-5000		Code S2305A	
				SCD A PAS NONE ADP PT HQ0337			
8. Name And Address Of Contractor (No., Street, City, County, State and Zip Code) GM GDLS DEFENSE GROUP, LLC 38500 MOUND ROAD STERLING HEIGHTS, MI 48310-3260 TYPE BUSINESS: Large Business Performing in U.S.				<input type="checkbox"/>		9A. Amendment Of Solicitation No.	
				<input type="checkbox"/>		9B. Dated (See Item 11)	
				<input checked="" type="checkbox"/>		10A. Modification Of Contract/Order No. DAAE07-00-D-M051/0024	
				<input type="checkbox"/>		10B. Dated (See Item 13) 2004NOV18	
Code INLE2		Facility Code					
11. THIS ITEM ONLY APPLIES TO AMENDMENTS OF SOLICITATIONS							
<input type="checkbox"/> The above numbered solicitation is amended as set forth in item 14. The hour and date specified for receipt of Offers <input type="checkbox"/> is extended, <input type="checkbox"/> is not extended. Offers must acknowledge receipt of this amendment prior to the hour and date specified in the solicitation or as amended by one of the following methods: (a) By completing items 8 and 15, and returning _____ copies of the amendments: (b) By acknowledging receipt of this amendment on each copy of the offer submitted; or (c) By separate letter or telegram which includes a reference to the solicitation and amendment numbers. FAILURE OF YOUR ACKNOWLEDGMENT TO BE RECEIVED AT THE PLACE DESIGNATED FOR THE RECEIPT OF OFFERS PRIOR TO THE HOUR AND DATE SPECIFIED MAY RESULT IN REJECTION OF YOUR OFFER. If by virtue of this amendment you desire to change an offer already submitted, such change may be made by telegram or letter, provided each telegram or letter makes reference to the solicitation and this amendment, and is received prior to the opening hour and date specified.							
12. Accounting And Appropriation Data (If required) NO CHANGE TO OBLIGATION DATA							
13. THIS ITEM ONLY APPLIES TO MODIFICATIONS OF CONTRACTS/ORDERS							
KIND MOD CODE: G It Modifies The Contract/Order No. As Described In Item 14.							
<input type="checkbox"/> A. This Change Order is Issued Pursuant To: The Changes Set Forth In Item 14 Are Made In The Contract/Order No. In Item 10A.							
<input type="checkbox"/> B. The Above Numbered Contract/Order Is Modified To Reflect The Administrative Changes (such as changes in paying office, appropriation data, etc.) Set Forth In Item 14, Pursuant To The Authority of FAR 43.103(b).							
<input checked="" type="checkbox"/> C. This Supplemental Agreement Is Entered Into Pursuant To Authority Of: Mutual Agreement of the Parties							
<input type="checkbox"/> D. Other (Specify type of modification and authority)							
E. IMPORTANT: Contractor <input type="checkbox"/> is not, <input checked="" type="checkbox"/> is required to sign this document and return _____ copies to the Issuing Office.							
14. Description Of Amendment/Modification (Organized by UCF section headings, including solicitation/contract subject matter where feasible.) SEE SECOND PAGE FOR DESCRIPTION							
15A. Name And Title Of Signer (Type or print)				16A. Name And Title Of Contracting Officer (Type or print) VIVIAN L. NORDAUNE NORDAUNV@TACOM.ARMY.MIL (586)753-2068			
15B. Contractor/Offeror (Signature of person authorized to sign)		15C. Date Signed		16B. United States Of America By _____ /SIGNED/ (Signature of Contracting Officer)		16C. Date Signed 2007APR24	
NSN 7540-01-152-8070 PREVIOUS EDITIONS UNUSABLE				30-105-02		STANDARD FORM 30 (REV. 10-83) Prescribed by GSA FAR (48 CFR) 53.243	

Except as provided herein, all terms and conditions of the document referenced in item 9A or 10A, as heretofore changed, remains unchanged and in full force and effect.

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SECTION A - SUPPLEMENTAL INFORMATION

PROGRAM: Stryker Armored Vehicles

1. This Modification 82 to Delivery Order 0024 under Requirements Contract DAAE07-00-D-M051 is a supplemental agreement.
2. Conditional Acceptance. The purpose of this modification is to:
 - a. Establish the parameters for the conditional acceptance of the Anti-Tank Guided Missile Stryker Vehicles under this delivery order.
 - b. Correct an administrative error contained in Modification 80. In Modification 80, Section B applicable to the ATGM Vehicle was inadvertently incorporated in error. Section B for the ATGM Vehicle is appropriately incorporated into this Modification 82.
3. The Contractor Vehicle Serial Numbers will be established at the time of conditional acceptance.
4. Conditional Acceptance Agreement.
 - a. The conditional acceptance of the above referenced vehicles is contingent upon full compliance with the terms and conditions of this modification. Failure to meet any requirement contained herein, as well as compliance with any milestone identified in this modification, any retrofit or corrective action requirements or any other condition of the modification, may upon PCO review be grounds for revoking this modification and end the conditional acceptance agreement.
 - b. Furthermore, the contracting officer may suspend this vehicle conditional acceptance agreement based on the Contractor's failure to comply with other Stryker Program contractual agreements.
 - c. The contractor agrees to provide a response to a contracting officer's letter concerning a non-vehicle related issue within seven (7) business days of receipt.
5. Baseline Configuration. ATGMs from the Anniston facility were manufactured to the Contractor's General Assembly ATGM Part Number 12479559 and Engineering Release Record GDV2818, dated 23 March 2007.
6. Production Management Delivery Team.
 - a. The Contractor shall participate and support the current Joint Government-Contractor Delivery Team.
 - b. Delivery Team's Responsibilities. The Team's primary responsibility shall be the timely identification of production issues that may impact delivery of Stryker Brigade Combat Team (SBCT) Vehicles to support the program. The team shall ensure that all schedule related vehicle delivery issues including but not limited to shortages and parts non-compliance are fully and expeditiously coordinated between the Contractor and Government.
 - c. Meeting Schedule. At a minimum, the Team shall meet at least once a week or more often if program issues warrant. The PCO shall designate a Government Delivery Team Associate Project Manager (APM). The Delivery Team APM will identify the time and place for the meetings and set the meeting agenda/topics for team review. The Team will identify action items and suspense. The actions of the team will be reported at the monthly and quarterly program reviews.
7. The contract provisions of C.3.10 are waived for the vehicles covered by this modification subject to the following conditions:
 - a. The contractor complies with requirements covered by previous modifications to correct and retrofit any cadmium or Hexavalent Chromium coated or treated parts in the vehicles covered by this modification. (Reference contractor waivers W-BCT-0002, W-BCT-0004, W-BCT-0005 R1, W-BCT-0031 R1, W-BCT-0025 R1, D-BCT-0002 R1, W-BCT-0054, DBCT-0011, D-BCT-0012, D-BCT-0013, D-BCT-0014, D-BCT-0015 and D-BCT-0016).
 - b. The contractor provides a list of cadmium and hexavalent chromium treated parts specific to each of the vehicles accepted herein. The lists will be included in the contract file and will be used for corrective action tracking until all parts have been cleaned up and retrofitted or identified/supported as parts without any technically acceptable alternatives. In accordance with the Contract Data Requirements List (CDRL) Number A044, the contractor shall provide the vehicle specific lists within 30 business days of DD 250 approval.
 - c. The contractor shall perform the following to ensure that Hexavalent Chromium (Cr+6) is not used in the Stryker Vehicle Technical Data Packages (TDP's). The only exception to this requirement is for parts where the Government has approved the use of Cr+6 through contract modifications, waivers or deviations.

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- 1) Review all drawings to ensure Cr+6 is not listed in the Stryker Vehicle TDP's or drawings.
 - 2) Continuously review supplier/vendor purchase orders to ensure Cr+6 is not permitted.
 - 3) Conduct audits of suppliers/vendors for use of Cr+6 in supplied parts.
 - 4) If unapproved uses of Cr+6 are discovered, the contractor shall immediately notify the Government in writing of the unapproved use. The contractor shall submit a Waiver/Deviation if necessary and provide a mitigation plan to the Government no later than 30 days after the discovery.
8. The contractor has an affirmative obligation to provide notice to the Government of any failures, defects (excluding minor defects) or deficiencies in parts, components or assemblies provisionally released. The contractor shall promptly notify the Government of any failure, defect, or deficiency noted during contractor testing. The contractor assumes total responsibility to timely correct any failures to meet the contract requirements. For vehicles accepted but not yet shipped, the contractor shall correct the hardware/software by removal of deficient components and reinstallation of approved hardware/software. If the vehicle has been shipped, correction/reinstallation of the hardware/software shall be at Government direction. In the event, the Government elects to make its own correction/installation of any deficiencies after delivery/shipment, it shall be entitled to an equitable adjustment of the contract prices.
9. Prior to presenting the vehicle to the Government for conditional acceptance, the contractor shall perform the Final Inspection Report (FIR), to include the application of exterior vehicle paint and the installation of all exterior stowage items and weighing the vehicle, in accordance with the ATGM FIR Revision B, dated 1 December 2006.
10. Pursuant to the vehicle configuration unique FIR identified in the paragraph above, the subject vehicles will be conditionally accepted. These vehicles will be conditionally accepted until all terms of acceptance, including but not limited to those listed in this modification, are fulfilled. This conditional acceptance shall not relieve the Contractor from complying with all requirements of the terms and conditions of the contract.
11. Part Shortages. Any part shortage not covered under this modification requires Procuring Contracting Officers approval. The contractor shall install the part shortages and test/inspect to the applicable FIR paragraph during deprocessing at Fort Lewis, the test sites or prior to shipment. The Contractor reserves its right to an equitable adjustment in the event the cost to install Government Furnished Material (GFM) in the field costs more than installation in the production facility. The DD 250 must be annotated for any missing GFM or any GFM present but overpacked in lieu of installed. Vehicles may be conditionally accepted without the following GFM:
- a) DVE Cable Guard Kit, Part Number 104A0387.
 - b) DVE Display Bracket, Part Number 104A010021.
 - c) DVE Cable Assembly, Part Number 3219750-3.
 - d) TWV DVE Bracket Assembly, Part Number 104A0223.
 - e) Sensor Assembly, Part Number 3253259-7.
 - f) Display Control Unit, Part Number 3245325-3.
 - g) Sensor Bracket, Part Number 104A010032.
12. The vehicles will be conditionally accepted pending resolution of outstanding FPVI findings. For any discrepancy discovered during the completion of the FPVI, the contractor shall perform corrective action and/or retrofit if required of all vehicles previously accepted. The corrective action and/or retrofit of the vehicles shall be performed at a location specified by the Government, at no additional cost to the Government. Vehicles may be conditionally accepted pending resolution of any RV FPVI issues identified.
13. Contractor's Vehicle Tracking Database. The Contractor shall provide and track all required retrofit data for each vehicle delivered to the Government to include all COTPIs (Changes Other Than Product Improvements) or additional changes requiring retrofit. The Contractor shall provide and maintain an automated solution available to the Government within the IDE. The Contractor's retrofit tracking database shall incorporate all the information, for any reason, related to required, known, or planned retrofits of the vehicles. The Contractor shall identify and track all missing or corrected parts that require retrofit. The Contractor's database shall identify software changes, hardware changes, as well as unresolved/open issues pending corrective action identification. The database shall include Product Improvement Notifications (PINs), COTPIs requiring retrofit, as well as warranty or Correction Of Deficiency (COD) retrofit actions. The contractor's database shall include a report feature which is structured so that the data can be sorted by retrofit items/issues as well as by vehicle. The vehicle's specific list of retrofit item(s) and their installation date(s) determine the start date for the extended warranties of those items.

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14. Armor (14.5mm). The parties agree to the following related to 14.5mm ballistic integrity:

a. Armor Gaps. Spaces between armor to armor hull mounted in-plane modules shall not exceed 4mm. Spaces between hull mounted modules and hatches mounted in-plane shall not exceed 10mm.

b. Armor Panels Displaying Blisters. Prior to conditional acceptance, the contractor shall repair any armor panels discovered to have blisters in accordance with the Government approved IBD, General Manufacturing Instructions Number 24 Revision B, entitled "Repair of Surface Imperfections on Integral Armor, Referred to as "Blisters"". The DD 250 of any vehicle that had armor panels repaired using the above referenced procedure shall be annotated to list the repaired panels by panel part numbers.

15. Transportability.

a. The Contractor/Government shall continue to meet twice each month to discuss weight elements relating to transportability requirements for all Stryker vehicle configurations, weight reduction plans, and a Transportability corrective action plan.

b. The contractor shall continue to execute the DD250 weight plan in accordance with paragraph 1.i.8 of the Memorandum of Understanding (MOU), dated 17 November 2004.

16. RESERVED.

17. Upon installation of the shortages into the vehicles and inspection and acceptance by an authorized Government representative, the contractor may invoice for the withheld amounts.

18. In accordance with the MOU, dated 5 December 2005, Paragraph 2, the parties agree to the following production cut-in dates for the below listed vehicle corrective actions:

ISSUE	VEHICLE DD250 DATE
a. CTIS Controller	Feb-06
b. PECCH Heater Flameout	Mar-06
c. Rotary Steering Assist	Jul-06
d. Hydraulic Reservoir	Feb-06
e. ESV Kit to heat Hydraulic Lines	Jul-06
f. Floor Plate Delamination	Sep-06
g. Service Brakes	Mar-06
h. LMS Leakage	Jul-06
i. Wheel Bearing Flange (Axles 3 & 4)	Apr-06
j. Wheel Bearing Flange (Axles 1 & 2)	Sep-06
k. Steering Bearing Flange	TBD

19. The contractor must be authorized by the Product Manager Stryker Brigade Combat Team (SBCT) - Production, or designated representative, to use GFE at the production facility for any other purpose than is intended. Written approval from the Product Manager SBCT - Production or his/her designated representative is required prior to the shipment of any GFE from any production facility to a fielding site to support fielding activities.

20. The contractor is responsible for the positive control of GFE/CFE Overpack items. The Contractor shall continue to provide copies of inspection records on production overpack indicating the items and quantities of all items shipped with the vehicle to the fielding site. Provide PM SBCT (Production) a copy of each vehicles overpack list within 3 days of conditional acceptance.

21. GDLS Anniston and GDLS London shall support DCMA and PM SBCT during bimonthly ECO audits and CV, RV, ATGM, NBCRV and MGS ERR (Engineering Release Record) validation.

22. The contractor shall provide daily reports indicating the progress of the production vehicles at the assembly work stations at both Anniston and London operations. The report shall separately report the status of each facility. The report shall identify the status of the vehicles offered or to be offered for Government acceptance and the vehicle ship status for the current month. The report shall be

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in contractor format. The daily report currently produced by Anniston assembly facility is an acceptable format.

23. The FSVs may be conditionally accepted without the correct Video Display Terminal FS3 Display software in accordance with the approved Deviation (DBCT0026). The contractor shall install the correct software on the FSVs prior to the scheduled hand-off at Fort Lewis, WA pending the Government safety release. The contractor shall perform the installation and applicable FIR items at no additional cost to the Government.

24. The FSV may be conditionally accepted under the following conditions:

- a. Cut-in to production for the new Mission Processor Unit II (MPU II) Part Number 12501360 (NSN 5895-01-534-5753) and Target Station Control Panel II (TSCP II) Part Number 12501370 (NSN 1430-01-534-4483) shall be FSV-0083.
- b. The contractor shall lengthen the grounding strap, an interim solution, for the MPU II as necessary in order to allow this device to function properly.
- c. The contractor agrees to work with the Government to avoid any negative impacts to FSV production due to a pending change from TSCPII, Part Number 12501370, to the Common Display (CD) TSCPII, Part Number 12501335.

25. The Remote Weapon Station (RWS) Block II configuration units under CLIN 1000. In the event the failure analysis identifies contractor responsible design deficiencies or noncompliant hardware/software, the contractor shall perform corrective action and/or retrofit of all RWS Block II previously accepted. The corrective action and/or retrofit of the RWS Block II shall be performed at a location specified by the Government, at no additional cost to the Government.

26. The parties agree that the MCVB Gunner Seat corrective action is reflected in the contractor's Briefing entitled "Mortar Carrier Gunner Seat Position" dated 31 January 2006.

27. Driver Seat Issue.

- a. A mutually agreed on validated screening criteria or maintenance procedure is required by 21 February 2007. The contractor shall review the 183 TIR's received to date relating to driver seat installation and provide a failure mode assessment by 5 February 2007. Action related to the Systemic Warranty Claim issued by the Government is suspended until completion of the screening/inspection. After the screening is completed, the Contractor shall provide a report on the number of seats replaced and the Government will reassess whether to proceed or drop the Warranty claim.
- b. In the event a Brigade set of at least 300 vehicles is screened during a RESET and fails the mutually agreed upon validated screening criteria or maintenance procedure relating to the reclining mechanism teeth wear, the Contractor shall replace up to 15 driver's seats, at no additional cost to the Government. Such replacement will be performed during RESET activities, if such RESET is executed within 18 months after the initial deployment of the applicable Brigade. The Contractor shall be allowed to charge the associated vehicle installation labor portion under the CLS Contract on a no fee basis to complete this activity.
- c. Under the CLS contract, the Contractor shall submit a CLIP initiative for Seat Improvement with 21 days of the date of this conditional acceptance mod. That CLIP initiative will, at a minimum, cover the Contractor conducting a market survey/technical assessment (or comparable process) of alternatives for improving seat life cycle costs such as improved durability, improved maintainability, or other elements of cost and performance. The CLIP goal shall be cutting the life cycle costs of the Stryker Driver's Seat by at least 50% while improving function/performance. Depending on the result of the survey of alternative seats or components for durable seats (the number and type of available off-the-shelf alternatives or NDI seats/components) the Contractor may be required to conduct a trade study of technical alternatives against sustainment, life cycle cost cutting criteria to demonstrate the trades to get the optimum design solution. The outcome of the market survey and/or trade study will determine whether a seat/ assy of new components for a seat design will be pursued. The results of the assessment shall be provided to the PCO within 60 days of the date the PCO authorizes the CLIP The Government may also pursue alternative seat evaluations independently that may result in a GFM seat.

28. Washers. The Contractor has identified washers, part number 10625453, that may have Hydrogen Embrittlement. The suspect washers have been installed in approximately 101 vehicles built between 22 September 2006 and 26 January 2007. No later than 31 May 2007, the Contractor agrees to change out the suspect washers at no additional cost to the Government.

29. RESERVED.

30. Suspect Air reservoirs.

- a. The Contractor agrees to retrofit all suspect stainless steel air reservoirs.
- b. The Contractor agrees to divert from production all Rhino coated reservoirs and/or steel reservoirs to satisfy field retrofit requirements. Air reservoirs will be shipped in accordance with the Government's priorities.
- c. Vehicles may be conditionally accepted with suspect reservoirs or previously used/sold air reservoirs provided they are used

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with either an approved engineering patch or an acceptable mutually agreed upon protection blanket.

d. Subsequent to conditional acceptance, the vehicles with suspect air reservoirs will be shipped to the appropriate fielding location and the suspect air reservoirs will be removed for reuse in production.

e. Contractor Logistics Support (CLS) will perform the retrofit of suspect air reservoirs in the field and the removal of suspect air reservoirs that will be re-used in production.

f. No later than 27 April 2007, the Contractor shall provide written Field Procedures for the removal/installation of air reservoirs.

g. The Contractor agrees to update the CDRL A044 with information on the quantity/location of air reserviors with hexavalent chromium.

h. For vehicles conditionally accepted starting in June 2007, a price withhold of \$361 per air reservoir is established for the suspect air reservoirs. The DD250 must be annotated to reflect the presence of non-conforming air reservoirs. The Contractor may invoice for the withhold on a monthly basis at \$361 per air reservoir as the Government receives conforming air reservoirs.

31. PTO Spline Issue.

a. The Contractor agrees to retrofit the left and right side splines of all NBCRV and MGS vehicles upon completion of the engineering test and validation. The Contractor shall complete the engineering test and validation within 90 days of the award of this modification. For the deployed vehicles, the work will be performed with the Government funded retrofit team but at no additional fee. All garison retrofit work will be performed at no additional cost to the Government.

b. Within 15 days after the completion of 1/25 RESET in Alaska, the Contractor shall provide the Government an analysis and recommnedation which assesses the spline failure rate data collected during 1/25 SBCT RESET as well as the DIMIS spline demand data on the other eight (8) Stryker Vehicle configurations.

c. Within 10 days of the execution of this modification, the Contractor shall provide the supplier's PTO/spline assembly rating which support the load limits with vehicle air conditioning installed.

d. Within 30 days of the execution of this modification, the Contractor shall provide an assessment of the contractor's engineering position relative to greasing splines every 1500 miles.

32. Turbo Issue. Within 15 days of the execution of this modification, the Contractor shall provide a turbo corrective action plan.

33. Common Power Steering Pump. Within 10 days of the execution of this modification, the Contractor shall provide a power steering pump update concerning the location of the remaining nine (9) suspect power steering pumps and provide a recommendation on how to locate the balance.

34. No later than 30 April 2007, the Contractor shall provide a corrective action plan to address the Remote Weapon Station (RWS) configuration, Material Release Board (MRB) process, and documentation for software changes.

35. The Contractor agrees to install the stubbing kit during production for the absent Embedded Training Modules (ETM) on vehicles which will not receive an Remote Weapon System (RWS) after acceptance. Within two (2) weeks of the award of this modification, the Contractor shall:

- a. Red-line the Operation Sheets for use of the stubbing kits as GFM until the contractor's proposal, CCP644, is negotiated.
- b. Provide the effectivity date of the stubbing kit production cut-in.

36. Total Vehicle Price Withholds. The total vehicle price withhold per vehicle (after the liquidation of progress payments) for all of the items addressed in this Modification is \$3,341 per vehicle (Turbo Blade Off) except for vehicles beginning with June 2007 with suspect air reserviors. For vehicles conditionally accepted starting in June 2007, an additional price withhold of \$361 per air reservoir is established for the suspect air reservoirs.

37. Shipping instructions.

a. Shipping instructions applicable to the ATGM Stryker vehicles under this modification, for the months of April and May 2007, are specified in Section B. Section B also contains a correction for the March MEV shipping instructions. For subsequent months of vehicle deliveries, the shipping instructions will be provided at a later date.

b. Should the Government direct at a future date, the Contractor agrees to store and maintain up to fifteen (15) conditionally accepted vehicles in accordance with the Vehicle Storage Plan Revision C, dated 27 February 2004, at no additional cost to the

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Government.

38. As a result of this Modification 82, the total price of Delivery Order 0024 is neither increased nor decreased. Except as specifically stated above, all other terms and conditions of Delivery Order 0024 remain unchanged and in full force and effect.

*** END OF NARRATIVE A 0085 ***

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ITEM NO	SUPPLIES/SERVICES	QUANTITY	UNIT	UNIT PRICE	AMOUNT
0200	SECTION B - SUPPLIES OR SERVICES AND PRICES/COSTS NSN: 2355-01-481-8576 FSCM: 19207 PART NR: 12479559 SECURITY CLASS: Unclassified				
0200AA	<u>PRODUCTION QUANTITY</u> CLIN CONTRACT TYPE: Firm-Fixed-Price NOUN: ATGM'S, DO# 0024 (10) PRON: X15GX275X1 PRON AMD: 18 ACRN: AA AMS CD: 31107175005 CLIN REVISED BY MODIFICATION 72* CLIN REVISED BY MODIFICATION 80 The Section H, Table 5, Column F, Anti-Tank Guided Missile(ATGM) Vehicle unit price is decreased from \$2,186,523 to \$2,128,667 and includes the recurring hardware and labor costs associated with the following changes: a. DVE Bracket Assembly at a decrease of \$49 per vehicle. b. DVE Final Relocation at an increase of \$456 per vehicle. c. Spall Liner deletion at a decrease of \$11,985 per vehicle. d. Weight Reduction Initiatives at a decrease of \$16,461 per vehicle: 1. Removal and cap-off of the APU. 2. Deletion of the windshield (each vehicle shall have a windsheild kit overpacked). 3. Deletion of the sand/dust covers - mounting bracket. 4. Deletion of the wheel steps on all but the first axle. 5. Deletion of the driver's ingress handle. 6. Installation of reduced driver wire cutter. 7. Installation of reduced squad leader's wire cutter. 8. Reduce squeal band on brake drums. 9. Lighter weight driver's seat frame. 10. Composite engine bulkhead panels. 11. Composite transfer case cover. 12. Lighter weight steering wheel. 13. Composite tire chain box. 14. Lighter weight hydraulic filter. 15. Delete interior driver's step. 16. Change material on water can bracket.	7	EA	\$ 2,128,667.000	\$ 14,900,669.00

ITEM NO	SUPPLIES/SERVICES	QUANTITY	UNIT	UNIT PRICE	AMOUNT
	<p>17. Lighter weight bumper.</p> <p>18. Composite Engine Bulkhead Panel.</p> <p>e. Add-on-Armor Prep Kit at an increase of \$1,899 per vehicle.</p> <p>f. Common Heater at a decrease of \$9 per vehicle.</p> <p>g. Deletion of Contractor Furnished Material (CFM), Seat Belts at a decrease of \$131 per vehicle.</p> <p>h. Incorporation of Government Furnished Material at a decrease of \$509 per vehicle.</p> <p>1. PLGR Cable Protector 2. DVE Cable Guard 3. Quick Fuel Access Floor Plate.</p> <p>i. Incorporation of the Caterpillar Paper Oil Filter at a decrease of \$290 per vehicle.</p> <p>j. Vehicle price decrease of \$24,928 each for the removal of BPS requirement.</p> <p>k. Addition/integration of Air Conditioning at no additional cost to the Government.</p> <p>l.Vehicle price decrease of \$6,492 each for replacement of ATGM Guided Missile .50 caliber M2 Machine Gun Mount with 7.62 M240B Machine Gun Mount.</p> <p>*m. Integration of the Contractor Furnished Hawker Batter and Regulator at an increase of \$1,064 per vehicle.</p> <p>*n. The change in Government Furnished DVE from a Raytheon DVE to a DRS DVE results in a decrease of \$321 per vehicle.</p> <p>*o. The change from the integration of the GFM PLGR to a DAGR results in a decrease of \$100 per vehicle.</p> <p>(End of narrative B001)</p> <p><u>Packaging and Marking</u></p> <p><u>Inspection and Acceptance</u> INSPECTION: Origin ACCEPTANCE: Origin</p> <p><u>Deliveries or Performance</u> DOC SUPPL <u>REL CD</u> <u>MILSTRIP</u> <u>ADDR</u> <u>SIG CD</u> <u>MARK FOR</u> <u>TP CD</u> 001 W909535099H275 Y00000 M 2 <u>PROJ CD</u> <u>BRK BLK PT</u></p>				

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ITEM NO	SUPPLIES/SERVICES	QUANTITY	UNIT	UNIT PRICE	AMOUNT															
0200AB	002																			
	<table><tr><td><u>DEL REL CD</u></td><td><u>QUANTITY</u></td><td><u>DEL DATE</u></td></tr><tr><td>005</td><td>1</td><td>31-JUL-2007</td></tr><tr><td>006</td><td>2</td><td>30-SEP-2007</td></tr><tr><td>007</td><td>2</td><td>31-OCT-2007</td></tr><tr><td>008</td><td>2</td><td>30-NOV-2007</td></tr></table>	<u>DEL REL CD</u>	<u>QUANTITY</u>	<u>DEL DATE</u>	005	1	31-JUL-2007	006	2	30-SEP-2007	007	2	31-OCT-2007	008	2	30-NOV-2007				
	<u>DEL REL CD</u>	<u>QUANTITY</u>	<u>DEL DATE</u>																	
	005	1	31-JUL-2007																	
	006	2	30-SEP-2007																	
	007	2	31-OCT-2007																	
	008	2	30-NOV-2007																	
	FOB POINT: Origin																			
	SHIP TO: <u>PARCEL POST ADDRESS</u> (Y00000) SHIPPING INSTRUCTIONS FOR CONSIGNEE (SHIP-TO) WILL BE FURNISHED PRIOR TO THE SCHEDULED DELIVERY DATE FOR ITEMS REQUIRED UNDER THIS REQUISITION.																			
	<u>CONTRACT/DELIVERY ORDER NUMBER</u> DAAE07-00-D-M051/0024																			
<u>PRODUCTION QUANTITY</u>	3	EA	\$ 2,128,667.000	\$ 6,386,001.00																
CLIN CONTRACT TYPE: Firm-Fixed-Price NOUN: ATGM'S, DO# 0024 (10) PRON: X15GX275X1 PRON AMD: 18 ACRN: AA AMS CD: 31107175005																				
CLIN ADDED BY MODIFICATION 80 (End of narrative B001)																				
CLIN ADDED BY MODIFICATION 82 The Section H, Table 5, Column F, Anti-Tank Guided Missile(ATGM) Vehicle unit price is decreased from \$2,186,523 to \$2,128,667 and includes the recurring hardware and labor costs associated with the following changes: a. DVE Bracket Assembly at a decrease of \$49 per vehicle. b. DVE Final Relocation at an increase of \$456 per vehicle. c. Spall Liner deletion at a decrease of \$11,985 per vehicle. d. Weight Reduction Initiatives at a decrease of \$16,461 per vehicle:																				

CONTINUATION SHEET		Reference No. of Document Being Continued PIIN/SIIN DAAE07-00-D-M051/0024 MOD/AMD 82			Page 11 of 16
Name of Offeror or Contractor: GM GDLS DEFENSE GROUP, LLC					
ITEM NO	SUPPLIES/SERVICES	QUANTITY	UNIT	UNIT PRICE	AMOUNT
	<div>1. Removal and cap-off of the APU.</div> <div>2. Deletion of the windshield (each vehicle shall have a windsheild kit overpacked).</div> <div>3. Deletion of the sand/dust covers - mounting bracket.</div> <div>4. Deletion of the wheel steps on all but the first axle.</div> <div>5. Deletion of the driver's ingress handle.</div> <div>6. Installation of reduced driver wire cutter.</div> <div>7. Installation of reduced squad leader's wire cutter.</div> <div>8. Reduce squeal band on brake drums.</div> <div>9. Lighter weight driver's seat frame.</div> <div>10. Composite engine bulkhead panels.</div> <div>11. Composite transfer case cover.</div> <div>12. Lighter weight steering wheel.</div> <div>13. Composite tire chain box.</div> <div>14. Lighter weight hydraulic filter.</div> <div>15. Delete interior driver's step.</div> <div>16. Change material on water can bracket.</div> <div>17. Lighter weight bumper.</div> <div>18. Composite Engine Bulkhead Panel.</div> <div>e. Add-on-Armor Prep Kit at an increase of \$1,899 per vehicle.</div> <div>f. Common Heater at a decrease of \$9 per vehicle.</div> <div>g. Deletion of Contractor Furnished Material (CFM), Seat Belts at a decrease of \$131 per vehicle.</div> <div>h. Incorporation of Government Furnished Material at a decrease of \$509 per vehicle.</div> <div><div>1. PLGR Cable Protector</div><div>2. DVE Cable Guard</div><div>3. Quick Fuel Access Floor Plate.</div></div> <div>i. Incorporation of the Caterpillar Paper Oil Filter at a decrease of \$290 per vehicle.</div> <div>j. Vehicle price decrease of \$24,928 each for the removal of BPS requirement.</div> <div>k. Addition/integration of Air Conditioning at no additional cost to the Government.</div> <div>l.Vehicle price decrease of \$6,492 each for replacement of ATGM Guided Missile .50 caliber M2 Machine Gun Mount with 7.62 M240B Machine Gun Mount.</div> <div>m. Integration of the Contractor Furnished Hawker Batter and Regulator at an increase of \$1,064 per vehicle.</div> <div>n. The change in Government Furnished DVE from a Raytheon DVE to a DRS DVE results in a decrease of \$321 per vehicle.</div> <div>o. The change from the integration of the GFM PLGR to a DAGR results in a</div>				

CONTINUATION SHEET	Reference No. of Document Being Continued PIIN/SIIN DAAE07-00-D-M051/0024 MOD/AMD 82	Page 12 of 16
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Name of Offeror or Contractor: GM GDLS DEFENSE GROUP, LLC

ITEM NO	SUPPLIES/SERVICES	QUANTITY	UNIT	UNIT PRICE	AMOUNT
	<p>decrease of \$100 per vehicle.</p> <p>(End of narrative B002)</p> <p><u>Packaging and Marking</u></p> <p><u>Inspection and Acceptance</u> INSPECTION: Origin ACCEPTANCE: Origin</p> <p><u>Deliveries or Performance</u> DOC SUPPL REL CD MILSTRIP ADDR SIG CD MARK FOR TP CD 002 W909537101A001 W91A2N M 2 PROJ CD BRK BLK PT I07 DEL REL CD QUANTITY DEL DATE 001 1 30-APR-2007</p> <p>FOB POINT: Origin</p> <p>SHIP TO: <u>PARCEL POST ADDRESS</u> (W91A2N) XR W4GG FT LEWIS FLD OFC STRYKER FIELDING BLDG 3750 BAY DOOR #10 FORT LEWIS WA 98433-5000</p> <p><u>CONTRACT/DELIVERY ORDER NUMBER</u> DAAE07-00-D-M051/0024</p> <p>DOC SUPPL REL CD MILSTRIP ADDR SIG CD MARK FOR TP CD 003 W909537101A002 W91A2N M 2 PROJ CD BRK BLK PT I07 DEL REL CD QUANTITY DEL DATE 001 2 31-MAY-2007</p> <p>FOB POINT: Origin</p> <p>SHIP TO: <u>PARCEL POST ADDRESS</u> (W91A2N) XR W4GG FT LEWIS FLD OFC STRYKER FIELDING BLDG 3750 BAY DOOR #10 FORT LEWIS WA 98433-5000</p> <p><u>CONTRACT/DELIVERY ORDER NUMBER</u> DAAE07-00-D-M051/0024</p> <p>EXCEPTION DATA: Vehicles are to be shipped in accordance with Security Classification Guide. For</p>				

CONTINUATION SHEET		Reference No. of Document Being Continued PIIN/SIIN DAAE07-00-D-M051/0024 MOD/AMD 82			Page 13 of 16
Name of Offeror or Contractor: GM GDLS DEFENSE GROUP, LLC					
ITEM NO	SUPPLIES/SERVICES	QUANTITY	UNIT	UNIT PRICE	AMOUNT
	<p>further guidance contact PM BCT Security Keith Whitten, (586) 753-2135.</p> <p>Ship To:</p> <p>FLW Stryker Support Cell DODAAC: W91A2N Stryker Fielding BLDG 3750 Bay Door #10 Ft. Lewis, WA 98433-5000 MARK FOR: Chris Denchfield, Office 253-966-8805/ Cell 253-405-1839</p> <p>Wanda Whitaker, Office 253-966-3978</p> <p>(End of narrative F001)</p>				
0700	<p>NSN: 2355-01-481-8580 FSCM: 19207 PART NR: 12479558 SECURITY CLASS: Unclassified</p>				
0700AB	<p><u>PRODUCTION QUANTITY</u></p> <p>CLIN CONTRACT TYPE: Firm-Fixed-Price NOUN: FY05 MEV BUY PRON: X15GX093X1 PRON AMD: 24 ACRN: AA AMS CD: 31107175005</p> <p>CLIN REVISED BY MODIFICATION 76. CLIN REVISED BY MODIFICATION 80</p> <p>The Section H, Table 5, Column F, MEV unit price, is increased from \$1,151,022 to \$1,170,610 and includes the MEV recurring hardware and labor costs associated with the following changes:</p> <p>a. DVE Bracket Assy (\$ 49) b. DVE Final Relocation \$ 456 c. Attendant Seat - Addition \$ 2,687 d. Litter Lift \$ 31,896 e. Oxygen Bottle Bracket \$ 1,377 f. Weight Reduction Initiatives (\$ 16,461) - Removal & cap-off of the APU - Deletion of the windshield (each vehicle shall have a windshield kit overpacked) - Deletion of the sand dust covers mounting bracket - Deletion of the wheel steps on all but the first axle. - Deletion of the driver's ingress handle - Installation of reduced driver's</p>	6	EA	\$ 1,170,610.000	\$ 7,023,660.00

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CONTINUATION SHEET	Reference No. of Document Being Continued	Page 15 of 16
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CONTINUATION SHEET	Reference No. of Document Being Continued	Page 15 of 16
	PIIN/SIIN DAAE07-00-D-M051/0024 MOD/AMD 82	

Name of Offeror or Contractor: GM GDLS DEFENSE GROUP, LLC

ITEM NO	SUPPLIES/SERVICES	QUANTITY	UNIT	UNIT PRICE	AMOUNT
	<p><u>Packaging and Marking</u></p> <p><u>Inspection and Acceptance</u> INSPECTION: Origin ACCEPTANCE: Origin</p> <p><u>Deliveries or Performance</u> DOC SUPPL <u>REL CD</u> <u>MILSTRIP</u> <u>ADDR</u> <u>SIG CD</u> <u>MARK FOR</u> <u>TP CD</u> 001 W909534357H093 Y00000 M </p>				

Name of Offeror or Contractor: GM GDLS DEFENSE GROUP, LLC

ITEM NO	SUPPLIES/SERVICES	QUANTITY	UNIT	UNIT PRICE	AMOUNT
	<p>SHIP TO: Pennsylvania National Guard Fort Indiantown Gap BLDG 1191 Annville, PA 17003</p> <p>MARK FOR: Mike Volz, Cell: (717) 821-7491 email: michael.john.volz@us.army.mil DODAAC: W25KYQ</p> <p>DOC REL CD 002 MILSTRIP W90953-7108-A001 <u>For a Quantity of two (2) each</u></p> <p>EXCEPTION DATA: Vehicles are to be shipped in accordance with Security Classification Guide. For further guidance contact PM BCT Security Keith Whitten, (586) 753-2135.</p> <p>SHIP TO: Fort Indiantown Gap BLDG 1191 Annville, PA 17003 MARK FOR: Mike Volz, Cell:(717) 821-7491 Email: michael.john.volz@us.army.mil DODAAC: W25KYQ</p> <p>(End of narrative F001)</p>				